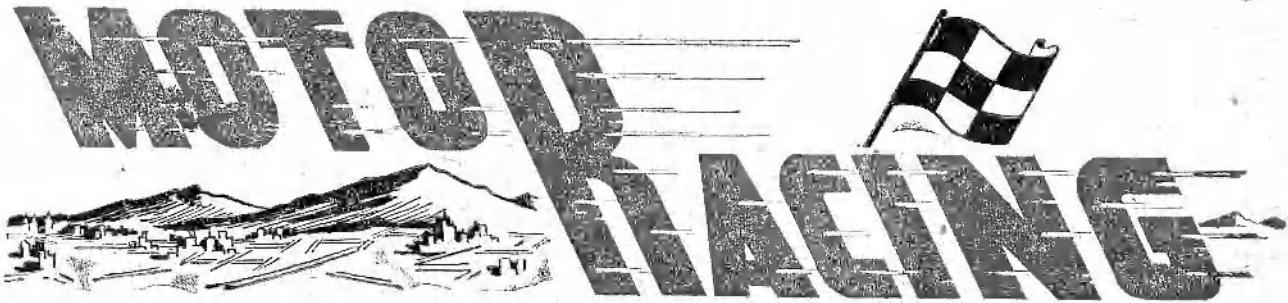


EMPHATIC ROAD RACING VICTORIES REGISTERED BY DAIGH AND WEISS

See Page 1

MOTOR RACING



Vol. 2-No. 23

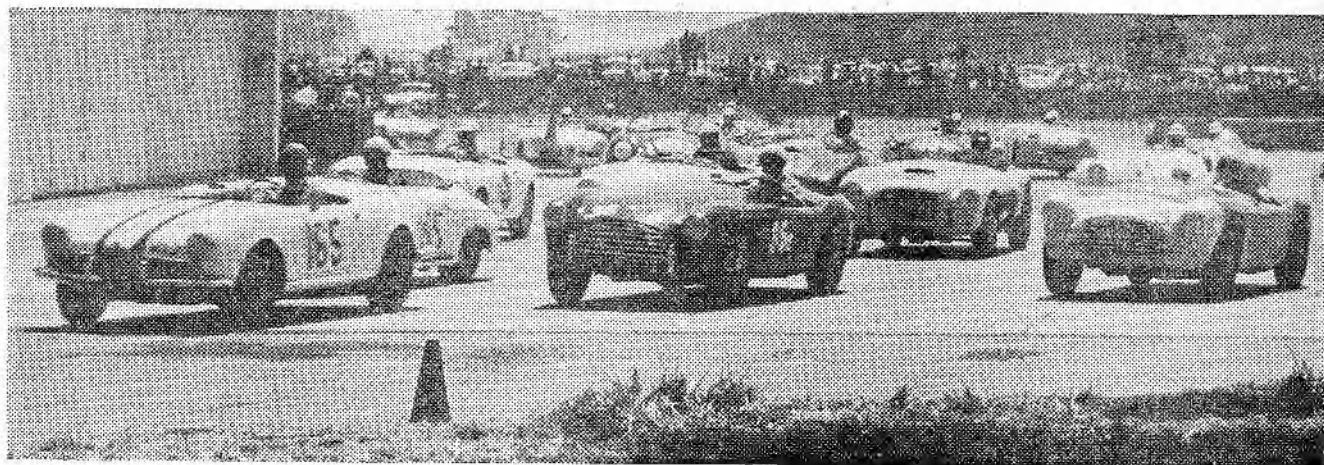
(Published Bi-weekly)
except last issue of calendar year

Los Angeles, Calif. 15c ©

Sept. 6-13, 1957

SPORTS CARS GALORE HEAD INTO TURN 1

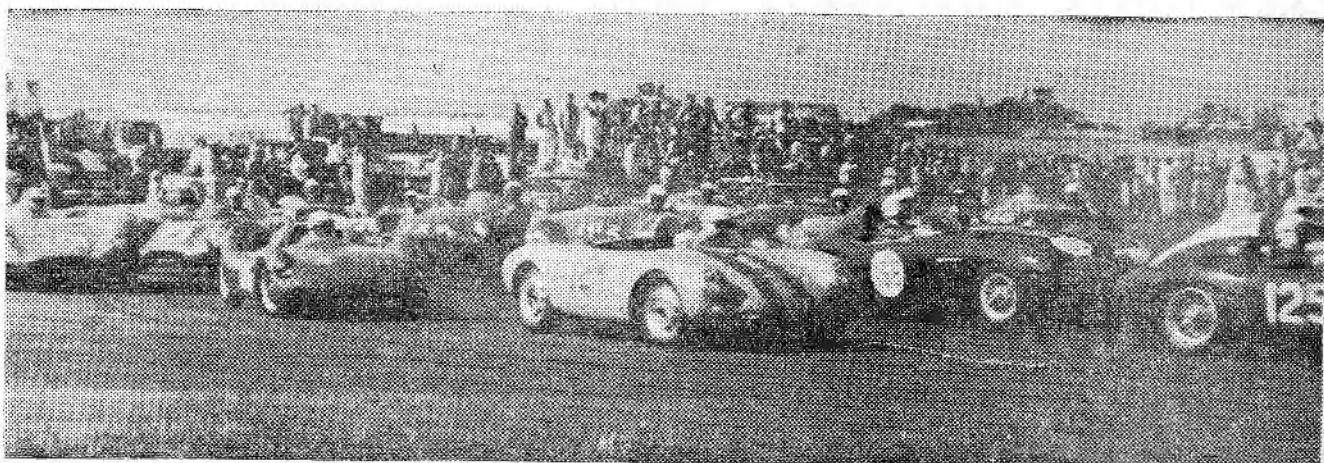
... at Santa Barbara



CAMERA CATCHES 20 CARS (COUNT 'EM) AT GOLETA AIRPORT

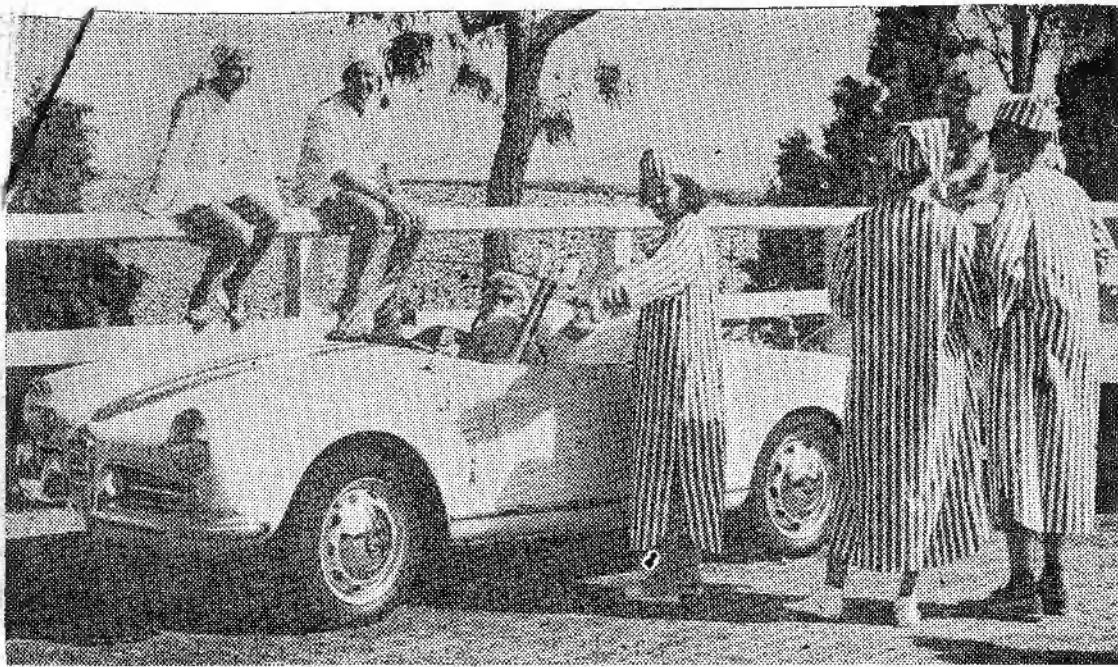
—Ken Parker

... and At Arcata



ANOTHER 20 (COUNT 'EM) IN ARCATA MAIN. ONLY WEISS HAS GONE BY

—MOTOR RACING Photo



SLEEPWALKERS?—No, just participants in the Foothill Foreign Car Club's second annual Pajama Rallye. Left to right: Jerry and Warren Spangler, overall winners in a Porsche; Sylvia Treichler in Alfa Romeo, who with husband, Harald, took 4th; Edna Reichler, and 2 unidentified contestants. "Doc" Hildreth Hoppe was rallymaster. (Other photographs on Page 5).

8 Coast Races On Slate for Rest of 1957

A fat schedule of 8 road races, including 3 National SCCA events and the opening of the Riverside Motor Raceway, is set from Sacramento to San Diego for the rest of 1957.

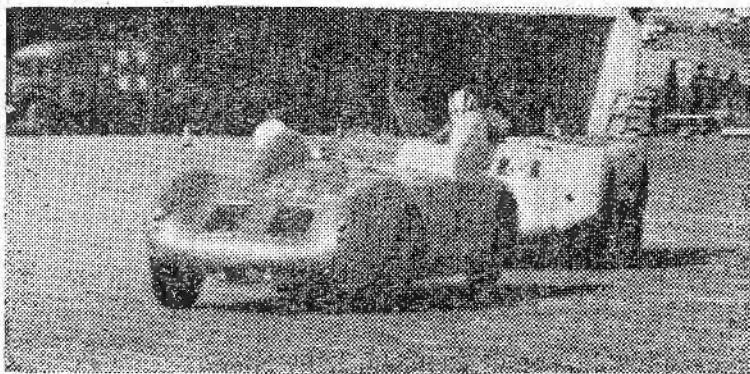
This is the picture:
Sept. 21-22, CSCC, Riverside, Inaugural.
Oct. 5-6, SF SCCA, Sacramento.
Oct. 19-20, SD SCCA, Hourglass Field, San Diego.
Oct. 26-27, CSCC, Pomona.
Nov. 2-3, LA SCCA National, Palm Springs.
Nov. 9-10, SF SCCA National, Laguna Seca (Ft. Ord.).
Nov. 16-17, LA SCCA National, Riverside Raceway.
Nov. 30-Dec. 1, CSCC, Paramount Ranch.

After that comes Nassau, Dec. 1-2. Meanwhile, Ray Turnbull announced the 1958 Hawaii races, originally set for April 11-12-13, have been rescheduled for May 9-10-11. There is no further word on the proposed races in Tokyo, Japan.

The San Diego races this time will not be limited to 2-liter cars, according to George Cary, Jr.

The Avandare pro races, near Mexico City, will be held in April, the date to be announced later, according to Juan Manuel Rullan, president of the sponsoring RODA club.

He also reports a huge rallye will be staged next Nov. 30-Dec. 1 from 6 starting points and terminating in Acapulco. Nearest starting place for Californians is Torreon, Mexico. Other points: Mexico City, Guadalajara, Leon, Puebla, Monterrey and Torreon. Entry fee is \$80 (US), with 1st prize \$3000 (US) and cash awards for 40 places. Some 300 cars are expected. More details in the next issue.



HEADING INTO turn 6 at Arcata, Sam Weiss, far in the lead in Porsche RS, is about to lap John Barneson, Hagemann Spl., who had made pit stop and later was forced out.

—Foto-Treichler

MOTOR RACING

Vol. 2—No. 23

(Published Bi-weekly)

44

15c

Sept. 6-13, 1957

ARCATA RACE WON BY WEISS IN PORSCHE

By GUS V. VIGNOLLE
MOTORACING Staff Correspondent

ARCATA, Calif., Sept. 1.—Northern California's hottest sports car driver of the year, Sam Weiss, an imported car dealer from Sacramento, duplicated his recent feat at Cotati, up here in the wondrous redwood country today by winning the over-1500cc feature for modifieds behind the wheel of his Porsche RS Spyder—an under-1500 machine!

And he made it look surprising

Complete charts on Page 6.

ingly easy as he won the 30-lap 1st annual Lou Brero Memorial around the 2.1-mile Arcata Airport by 1min. 16sec. He averaged 68.31mph.

Second was Pete Lovely, Seattle, in a 2-liter Ferrari Testa Rossa, who blew about 45 seconds when he was forced to

trail an ambulance on the course following one of the most spectacular accidents ever seen on a Pacific Coast road circuit.

Since the over- and under-1500 races were combined, Lovely emerged the victor in the big bore. Third and fourth overall and second and third in the under-1500 were Eldon Beagle and George Keck, in Porsche Spyders.

VICHES SECOND

Second and third in the over-1500, although 8th and 9th overall, were Dino Viches, Mercedes-Benz 300SL, and Gordon Glycer, Austin-Healey.

The accident involved popular Chick Leson, of Lafayette, Calif., who was in 5th place when his 1.5 Maserati flipped on lap 14 at turn 5. Although the car skidded some 40 feet on its top and smashed, wheels out, into an abandoned wooden Army building, Leson escaped with minor injuries. He suffered a cut tendon on his right hand, arm injuries, two cracked ribs and numerous bumps and bruises.

Veterans race followers—and Chick himself—credited the roll

(Continued on Page 9, Cols. 4-5)

Daigh Masters Field At Santa Barbara

By MAURY POWELL
Motoracing Staff Correspondent

SANTA BARBARA, Sept. 1—Red-thatched, freckle-faced Chuck Daigh, a professional mechanical wizard with a decided flair for amateur road race driving, won the over-1500cc main event of the CSCC's 8th Santa Barbara running here today at near-by Goleta Airport. Some 9000 fans were on hand.

Daigh, who learned his speed stuff in that brilliant atmosphere known as the Smith and Jones shop in his home town of Long Beach, piloted the short-coupled Troutman-Barnes Special to a convincing 35-lap, 77-mile triumph with an average clocking of 77.1mph, a new course record.

Second went to another popular leadfoot, Richie Ginther of Santa Monica, 8 seconds back in the Johnny von Neumann 2.5 Ferrari Testa Rossa.

Two more American-built iron

made it a great score for the U.S.A. bunting. Chuck Porter, Hollywood body shop operator, turned in a fine job as replacement for Eric Hauser in the Balchowsky Buick Special, nail-

Complete charts on Pages 4, 7 and 8.

ing 3rd 68 seconds from the checkered, while Mickey Thompson, ex-hot rodder now a pressman for the Los Angeles Mirror-News, was 4th in his Cad-Kurtis, 1 lap and 14 seconds in the red.

2ND S.B. WIN

Daigh understudied the late, great Clay Smith, working with him in setting up championship speedboats, midgets, Indianapolis and sprint cars and Lincoln stockers that swept the Mexican road races. He was a co-pilot in some of the latter events.

It was his 2nd victory at the nine-turn, 2.2-mile course, having wheeled a Lincoln-Kurtis to (Continued on Page 2, Cols. 1-2)

DAIGH TAKES RACING LEAD

Chuck Daigh's win at Santa Barbara, Sept. 1, enabled him to take the lead in the 1957 Pacific Coast Racing Standings from John von Neumann. He leads with 45.

Races include 2 at Pomona, Paramount and Santa Barbara, Palm Springs, San Diego, Ha-

(Continued on Page 6, Col. 3)



—Ken Parker

CHUCK DAIGH, winner of over-1500cc feature at Santa Barbara, receives kiss from his proud mother, Mrs. Harold Daigh. He won the CSCC event in the Troutman-Barnes Special.

"NEW LOOK" SPARKS CARNIVAL OF WANT ADS THIS ISSUE

In line with MOTORACING's continuous program of self-improvement to serve you, the reader, better with every successive issue, we introduce in this issue our new streamlined Classified Advertising section.

It is your Market Place for your Wants & Offers, and we invite you to read it, use it, buy from it, and place your own Want Ad. You will find it in its new permanent position on the inside back page.

As promised in the last issue, our "New Look" is being kicked-off with a bargain "Carnival of Want Ads." There is still time for MOTORACING readers to take advantage of our special 10% Carnival Discount for the next issue. Simply use the "Write Your Own Want Ad" coupon on the Classified Page, or mention this story when writing or phoning in your ad in order to get your "Readers' Only" special price.

To create and operate our new classified section, the Publishers of MOTORACING have retained the services of Classified Departments, Inc., specialists in the field who professionally operate and merchandise the classified ad departments of 22 business, trade and fan publications. The new Classified Advertising Manager for MOTORACING is Miss JOYCE BARNARD. She is a trained expert who can help you word and plan effective personal classified ads, and the professional techniques and merchandising by Classified Departments, Inc. will combine to make this the biggest dollar's worth of classified advertising that can be bought in the whole field of your interest. It is low priced to meet the personal budget of the non-professional advertiser for his own person-to-person ads.

Our Classified Department is now located a few miles across town from our Editorial Offices. You can write to: MOTORACING, Classified Dept., 4041 Marlton Ave., Los Angeles 8; or locally phone AXminster 2-0287 and ask for JOYCE.

Now we invite you to turn to the inside back page and have a look at our "New Look." We hope you like it. It is created for you as the Market Place where you can meet, bi-weekly, with all the other readers of MOTORACING for buying, selling, swapping or just to shop around and see what's going on. And now is your last chance to take advantage of the special reader's 10% discount by joining our Carnival of Want Ads. JOYCE is waiting to hear from you and to help you get results.



Racing Pow-Wow

By Maury Powell

56 FORD (NOT T-BIRD) MILL IN TROUTMAN-BARNES SPL.

(Continued from Page 1)

1st in both the Saturday and Sunday features Sept. 5-6, 1954. Oddly, Ken Miles was 2nd to him in the latter, with the Troutman-Barnes, then fitted with considerably different equipment, including a Merc mill.

The early lead changed hand several times. From our vantage point at turn 9, we spotted Pete Woods in Ronnie Milosevich's D-Jag leading on the 1st lap, closely followed by Daigh and Ginther. On the 2nd circuit it was Daigh, Woods and Ginther, but Pete returned to the forefront on lap 3 trailed by Ginther and Daigh.

Ginther goosed the Ferrari into 1st during the 4th go-round, Woods and Daigh in hot pursuit, with Porter, Thompson and Bob Oker in Joe Lubin's Aston Martin scrambling astern.

On the 5th time around Daigh shot the white T-B No. 5 up front and was never headed thereafter. Ginther was a few car lengths behind and a lengthy gap developed between the flying Ferrari and Woods and Porter, locked in a grim duel for 3rd. Thompson had paired off with Oker in a 5th-place struggle, about 500 yards behind them.

As the race developed, it became apparent that Daigh's charger enjoyed a decided edge through the corners, sufficient to nullify the steam Ginther could get up down the chutes. Assuming Daigh didn't goof somewhere along the route, we mentally handed him his trophy along about the 11th lap after Richie lost valuable time oversliding at our corner, putting Chuck almost the final chute ahead.

The previous day it had been Ginther who held the upper hand, in a 10-lapper, defeating Woods' D Jag, Bob (Grand Prix) Drake's 4.9 Ferrari and the T-B. However, the latter was afflicted with fuel-system trouble, which was subsequently remedied during an exhausting tear-down by Owners Tom Barnes and Dick Troutman.

Equipped With 1956 Ford Engine

At this point, it might be well to detail a few more pertinent facts about the T-B, since rumors were running riot about it being equipped with a "police interceptor" and T-Bird mill.

"We installed a 1956 Ford engine in 'er," Barnes explained. "The only T-Bird stuff on it is the rocker-arm covers. The 332 cu. in. mill develops an honest 300hp at somewhere between 5800 and 6000rpm."

He and Troutman began building the car about 5 years ago when both were employed at Frank Kurtis' shop. They weren't too sure Kurtis was on the right track with his sports car versions, evidently, and set out to create something lighter and, they hoped, faster, working on their own time and at their own homes.

"The car weighs about 2000 lbs. on its 87 inch wheelbase," Barnes elaborated. "Dick and I made the springs ourselves. We're using a Halibrand center section and wheels. The gear-box is a close-coupled four-speed Jag with late-model gears. The mag is a Joe Hunt Vertex Scintilla. We're using Hilborn fuel-injection."

Daigh last scored with the Ford flyer June 16 in the Paramount Ranch main event, lacing Woods' Jag by 20 seconds. Its next outing was at Pomona July 28, but came to grief when the differential blew as Daigh was pressing Von Neumann's Ferrari for the lead early.

The Troutman-Barnes-Daigh trio may be among the top dogs in the Southland speed scene, but two of them—Daigh and Barnes—are presently unemployed. Daigh was with the Ford and Chevy stock car racing setups until Detroit purportedly withdrew from speed sponsorships.

Probably the two-day meet's most exciting moment was provided when Jack Bates, Pasadena auto dealer (Monise Motors), who'd just overhauled Oker for 4th, lost control of his Ferrari Monza entering turn 3 and landed in the ditch adjoining the course. He was closing steadily with about 15 minutes remaining when the mishap occurred. Bates explained that some accumulated debris in his cockpit flew up under his plastic face-shield, temporarily blinding him.

He estimated car damage at about \$1500, but indicated he would rush repairs in time for it to compete at Riverside.

Mechanical Grief for Woods and Drake

Mechanics sidelined Woods and Drake, while the only other top contender with a chance, Jacques Bellesiles, was black-flagged in his green Ferrari Monza after looping out twice.

Gum-chomping Ken Miles of Hollywood won the under-1500cc melee in his silver Porsche Spyder, the marque dominating this event as Jack McAfee of Sherman Oaks was 2nd by 16 seconds and Joe Playan, Culver City, 3rd 25 seconds back. Miles' winning average was 74.6mph for the 34-lap go.

This trio played footsie-footsie during the 34-lap, 74.8-mile grind's early stages, each taking turns at leading, oversliding and exchanging positions. Bob Drake was with them briefly in Lubin's Cooper Climax until it blew up.

Shortly after the halfway point, Miles forged ahead of McAfee and it was finis la guerre. Harry Hanford of Woodland Hills nailed 4th in Tim Considine's OSCA and Oker picked up 5th in Dusty Miller's Maserati 150S which was afflicted with clutch trouble.

An improved Don Hulette won race No. 12, billed as the semi-main for modifieds, including Formula II, Formula III and Formula Libre. The North Hollywood lad had the right formula in his own Jaguar Sport to chalk up a 39-second triumph over Carlyle Blackwell's C Jag. Hulette later gained 5th behind Thompson in the day's finale.

Ruth Levy, of course, hauled home the big hardware for the 8-lap women's race. She clocked an average of 70.8mph with Stan Sugarman's No. 88 Porsche Spyder. The Sherman Oaks femme flyer had her job made much easier when Mary Davis, Beverly Hills real estate executive got off to a poor start with the Lubin Aston Martin.

Corvettes Polish Off Mercedes-Benzes

It was Yankee Doodle in the 15-lap over 2000cc semi-main as Chevy Corvettes dusted off their German Mercedes-Benz arch-rivals, capturing 3 out of 5 top berths. Jerry Austin, Pasadena, was No. 1 by 12 seconds over Bates' M-B. Andy Porterfield, Los Angeles,

MOTORACING

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LETTERS

to the Editor

CHEER FOR TURN MARSHALS

We saw our only sports car races last September in Santa Barbara and we think it is a great sport—in fact, it was so interesting to me that I wrote a story about it for our store paper where I work and won first prize with it. We take Motoracing and enjoy reading about your drivers, races, rallies, etc.—but we have one small gripe. You do not report on flagmen and turn marshals. Our son is in this group, Mike Cornelison, and if he gets into a picture, or helps with an accident or anything like that—or where the details are given about races, why not identify the corner men. They have quite a responsible job and think they deserve a bit of publicity. So—come on—give these middle westerners a kick. Let's hear about our favorite turn marshal.

We expect to come to Southern California again in September. We hope there will be a good sports car show for us somewhere.

Mrs. C. G. Cornelison,
Des Moines 15, Iowa

SMART BOY ALRIGHT

I have enjoyed all of the issues on my initial subscription to your paper. However, in spite of the fact your periodical's views of Ken Miles continue, it seems he is outsmarting everybody and he is still competing and winning, plus his position with the local racing organization. All in all, I guess he's outsmarted everyone to date.

Please find enclosed a check to cover my renewal to your paper, also you can send a year's subscription to Fred F. Wheeler of Pomona, Calif.

Frank V. Crouch
Los Angeles 5

Editor's Note: He races ONLY in CSCC events.

HAWAII RACE INTEREST

Your Motoracing continues to be the very best and we look forward to every copy.

We've been getting letters from all over the U. S. about our April race, & there seems to be a great deal of interest and planning ahead for the next year.

I'll be up in September and hope to see you then. In the meantime, our fond Aloha.

Tetta Richert,
Honolulu, T. H.

AVOID RALLYE FAN

The lass who wrote requesting better rallye coverage was just one jump ahead of the thundering herd which would like to see justice done.

I don't see how your up-to-date, well-informed staff has overlooked the fact that today rallies are enjoyed by more people than that phase of auto sports has ever known.

Please keep in mind those who are regular rallye runners who rarely race. Your paper is a 'must' around our shop.

Kent Williams
Lawndale, Calif.

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GOOD NEWS.

EDITORIAL

Fine Stimulus for Road Racing

AT LONG LAST word seeps out that things are about set at the 3.7-mile Riverside International Motor Raceway.

This is truly good news and it comes as a break for the lover of road racing. This is a true road racing course, not one of those flat, colorless airport circuits.

The first race has been scheduled for Sept. 21-22. Indications are that this is the McCoy—and that the days of baloney, double-talk and petty squabbling are over.

Apparently the tug-of-war between two factions has been resolved. A general manager has been named—and now they mean business.

Here is a course near March Air Force Base, easily accessible by freeway almost every bit of the way from the heart of the population center in Los Angeles.

This Raceway and others like it throughout the country eventually will pave the way for Grand Prix racing in the U.S. Judging by the growth of the sport, that day is not too far away.

The public will not be gouged. Admission will be \$2.50, according to the management, and military personnel (uniform or not; only ID card required) get in for \$1. The charge for kids will be 50c. The public will be permitted to move from one grandstand to another.

The picture looks good at this writing. Let us hope the progress continues for good racing. And let us hope that the Raceway's public relations, which to date has been absolutely awful, will improve with other facets of the massive undertaking.

Shelby Pulls Out; Jones 1st

By EMILY CAMPBELL

MOTORACING Staff Correspondent

MANSFIELD, La., Sept. 1.—A couple of chaps named Smith and Jones dominated the SCCA's Mansfield Sports Car Road Races here today before some 15,000 fans.

Only Smith turned out to be Carroll Shelby, the Dallas, Tex., champ, and he evoked in typical Shelby style. As for Jones, he was the McCoy, or genuine Ray Jones, Tulsa, Okla., and ultimately was awarded the overall trophy.

Totally unannounced, Shelby arrived by plane just before the races started. At grid time for the 15-lap feature, he donned someone else's helmet and, doing his best to remain incognito, was wearing a plaid shirt rather than his usual bib overalls.

Your correspondent asked the starter to double-check the man in A. D. Logan's Ferrari Monza, who looked so much like Shelby.

"John Smith," was the starter's laconic reply upon returning from the car's post far back in the lineup.

However, when the green fin-

ally fluttered, the way "John Smith" sliced through the pack into the lead before they reached the first turn left little doubt as to his true identity. He was lapping so rapidly that he soon built up a three-lap lead!

Noting that his teammate, Jones, in Logan's Testa Rossa, was solidly in second spot, Shelby pulled into the pits upon receiving the "one more lap to go" gongalon, ostensibly with engine trouble!

Behind Jones were Bob Stoddard, Houston, Tex., in a new Jag XKSS, and Norman Scott, same city, Porsche 550 RS Spyder. Jones' time was 27:07 for the 36-miler.

Due to a typographical error last issue, price should have been \$13.95 instead of \$3.95.

SORRY

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New Subscription Renewal

9/6/57



• Vignettes

By Gus V. Vignolle

THE BEST IN HOSPITALITY; 3 CHEERS FOR ROLL BARS

THE REDWOODS

Here, sown by the Creator's hand,
In serried ranks, the Redwoods stand;
No other clime is honored so,
No other lands their glory know.

—Joseph R. Strauss.

ARCATA, Calif., Sept. 1.—The only trouble involved in coming up here from the insufferable Los Angeles smog is that you have to leave this exhilarating clime not far from the heart of the Redwood Empire, and the wonderful people who inhabit this country.

Coming up to cover the Lou Brero Memorial races was so

pleasant that it makes you forget the effort of driving that terrific VW Microbus Pressmobile furnished by John von Neumann at Competition Motors . . . 16 hours elapsed driving time straight through for 711 miles through winding roads at night after the Victory banquet.

The people here went all-out. It was a haul for most of the drivers from the San Francisco area, but they thought nothing of it and it was their way of paying tribute to the memory of a great sportsman and driver, the late Lou Brero.

Take Dr. Paul Roberts and his wife, Charlotte, of the Redwood Sports Car Club, one of the co-sponsors (races were for charity). Dr. Roberts, editor of the Redwood Wheel, wrote, in part: "... if a stranger asks for directions, and the place he's looking for is more than a block or two away, LEAD HIM THERE. Unless you're in an awful bind, you can do it, and a little time spent that way will pay big dividends in gratitude and will enhance our reputation from last year's race, for our superb hospitality."

And they did just that—and much more!

Real Party Given by Dr. Roberts and Wife

On top of that, Dr. Roberts and his wife threw a sensational party comparable to the ones given by George Cary at Santa Maria and Palm Springs, and by Clark Keeney and Bill Woodward at Honolulu and Santa Barbara . . . the most. There were others, too, among them Dr. Kitchen and wife, Faye; the race chairman, Dr. Barry Garell, and wife, Elaine; Frank Dearing and many more.

Incidentally, one of the finest and sincerest pieces of writing we have noted in a long time was the tribute Dr. Roberts paid Lou Brero in the race program. When space permits, it will be reprinted.

"Thank God for the roll bar and my new Toptex helmet."

Those were the first words uttered by Chick Leson to "Doc" Snively after his harrowing accident in his 1.5 Maserati. The medico said the helmet liner was intact. The headrest and rear deck had been crumpled, and the steel roll bar, still firm as ever, was shiny where all the paint had been scraped off as the car skidded on its top for some 40 feet. The whole car, of course, was a wreck.

To begin with: I personally thought Chick was driving over his head. He was charging, pressing too hard. Once, he missed a turn and had to take the escape road. He came back on, roaring. Then, one lap later, it happened. Trying to avoid a car in front of him, Chick hit the inside embankment on turn 5. The car shot 10 feet into the air! It flipped in the air, slamming on its top and scooting for 40 feet. Then it flipped again, hurtling perpendicularly into a building, wheels out. The machine bounced out, upside-down.

Chick said there was no response when he hit the brakes at about 100 mph, the brake linkage apparently failing.

His injuries were slight considering the gravity of the crash.

Leson Thankful for Roll Bar and Helmet

The anti-roll bar cult should have had a good, long look at Leson's Maser. Roll bars and good helmets? Hell yes, I say!! And as Dr. Roberts and Gordon Glycer pointed out, roll bars should be for production cars as well as the modifieds. Matter of fact, preference should be for productions, since often your more inexperienced drivers fall in this class.

And those who have berated Dr. Snively should have been at the Victory banquet. Don Hutelin flew here from Honolulu with a huge calabash bowl—the 1st annual Lou Brero Memorial Perpetual Sportsmanship Award. It was sent by the Associated Sports Car Clubs of Hawaii and the Hawaii Region of SCCA.

When "Doc" Snively, who has worked tirelessly in the interest of safety for the driver, was announced as the recipient, pandemonium broke loose. He was given a standing ovation. I have never seen anything like it since I got into this dodge.

I can still feel the De Luxe Restaurant in Eureka shaking from the thunderous applause and deep-throated roars.

It couldn't have happened to a nicer or more deserving guy!

Brooks Roars to Belgium Win

FRANCORCHAMPS, Belgium, Aug. 25—Tony Brooks of Britain, driving an Aston Martin DBR II, won the Belgium Royal Automobile Club Grand Prix for sports cars on the Francorchamps 14,000 kilometer (8.69 miles) circuit.

Brooks covered forty-one laps in 13

hours, 1 minute 47.5 seconds at an average speed of 190.800 kph (118 mph).

Masten Gregory of Indian Hills, Kan., with a 3.5 liter Ferrari, was second. Oliver Gendebien of Belgium, also in a Ferrari, was third.



—MOTORACING Photos

CHICK LESON escaped with minor injuries in spectacular Arcata crash. Top row (left to right): Leson (1) and John Barneson, just before start of main event; roll bar firm and intact on 1.5 Maserati, although paint scraped off after car skidded on its top for 40 ft.; Leson (note bandaged

arm) and Sam Weiss after flip. Bottom row: Where car came to rest, ripping steel sign and rolling back, upside-down; gleaming blue Maser on lap before accident; class F machine, a battered wreck.



—MOTORACING Photo

PAUL & CHARLOTTE ROBERTS

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Real Party Given by Dr. Roberts and Wife

On top of that, Dr. Roberts and his wife threw a sensational party comparable to the ones given by George Cary at Santa Maria and Palm Springs, and by Clark Keeney and Bill Woodward at Honolulu and Santa Barbara . . . the most. There were others, too, among them Dr. Kitchen and wife, Faye; the race chairman, Dr. Barry Garell, and wife, Elaine; Frank Dearing and many more.

Incidentally, one of the finest and sincerest pieces of writing we have noted in a long time was the tribute Dr. Roberts paid Lou Brero in the race program. When space permits, it will be reprinted.

"Thank God for the roll bar and my new Toptex helmet."

Those were the first words uttered by Chick Leson to "Doc" Snively after his harrowing accident in his 1.5 Maserati. The medico said the helmet liner was intact. The headrest and rear deck had been crumpled, and the steel roll bar, still firm as ever, was shiny where all the paint had been scraped off as the car skidded on its top for some 40 feet. The whole car, of course, was a wreck.

To begin with: I personally thought Chick was driving over his head. He was charging, pressing too hard. Once, he missed a turn and had to take the escape road. He came back on, roaring. Then, one lap later, it happened. Trying to avoid a car in front of him, Chick hit the inside embankment on turn 5. The car shot 10 feet into the air! It flipped in the air, slamming on its top and scooting for 40 feet. Then it flipped again, hurtling perpendicularly into a building, wheels out. The machine bounced out, upside-down.

Chick said there was no response when he hit the brakes at about 100 mph, the brake linkage apparently failing.

His injuries were slight considering the gravity of the crash.

Leson Thankful for Roll Bar and Helmet

The anti-roll bar cult should have had a good, long look at Leson's Maser. Roll bars and good helmets? Hell yes, I say!! And as Dr. Roberts and Gordon Glycer pointed out, roll bars should be for production cars as well as the modifieds. Matter of fact, preference should be for productions, since often your more inexperienced drivers fall in this class.

And those who have berated Dr. Snively should have been at the Victory banquet. Don Hutelin flew here from Honolulu with a huge calabash bowl—the 1st annual Lou Brero Memorial Perpetual Sportsmanship Award. It was sent by the Associated Sports Car Clubs of Hawaii and the Hawaii Region of SCCA.

When "Doc" Snively, who has worked tirelessly in the interest of safety for the driver, was announced as the recipient, pandemonium broke loose. He was given a standing ovation. I have never seen anything like it since I got into this dodge.

I can still feel the De Luxe Restaurant in Eureka shaking from the thunderous applause and deep-throated roars.

It couldn't have happened to a nicer or more deserving guy!

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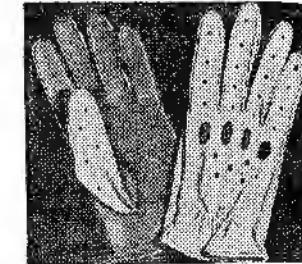
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Santa Barbara Race Charts

AUGUST 31

California Sports Club Eighth Running Santa Barbara Road Races. Course—Goleta Airport, 2.2 miles. Data on non-finishers by MARIE DIXON.

Race No. 1—Prod. under 1300cc. Time 20:20, laps 10, avg. 64.9, miles 22.

Pos. No.	Behind	Driver	Make of Car	Class Position		
				F	G	
1	263	West, Willie	Alfa Romeo Spy	1		
2	197	1 Roettner, Michael	Alfa Romeo Vel	2		
3	165	7 Bowers, Rod	Alfa Romeo Spy	3		
4	140	56 Lee, Eugene	Alfa Romeo GS	4		
5	237	61 Taylor, Sam	MG MK II	5*		
6	115	67 Kessinger, Chas.	Alfa Romeo	6		
7	0	75 Honeiter, Jim	MG TF	7*		
8	120	89 Bythiner, Klaus	Alfa Romeo GS	8		
9	37	92 Newitt, Tom	Alfa Romeo GS	9		
10	108	100 Stacey, Richard	Alfa Romeo GS	10		
11	47	105 Dair, Jack	MG TF	11*		
12	236	125 Gleghorn, Jack	MG TD MK II	12*		
13	52	112 Davis, William	MG MK II	13*		
14	103	12 Roehr, Ken	MG TD	14*		
15	14	17 Jahns, Jeff	MG TD	15*		
16	26	32 Enbank, Jack	MG TD	16		
17	710	33 Dixon, Harold	MG TF	17*		
18	148	46 Strange, Ronald	MG TF	18*		
19	271	55 Evans, Todd	MG TF	19*		
20	34	88 Casleton, Don	MG TD	20*		
21	218	97 Arnes, Harold	MG TD MK II	21*		
22	104	103 Wheeler, Bill	Dyna Panhard	1		
23	134	114 Beard, George	MG TD	22*		
24	135	130 Steube, William	MG TD	23*		

*Under 1300 MG's
10 F, 1 G, 14 under 1300cc MGs—25 starters. Did not finish—196 Steve Geraghty, Alfa Romeo. Handling difficulties.

Race No. 2—Prod. 1300 cc to 1500 cc. Time 19:35, laps 10, avg. 67.4, miles 22.		
1	113	Bracker, Lew
2	224	2 Barker, Ed
3	219	28 Cadrobbi, Alfred
4	72	29 Moore, Jimmy
5	67	30 Brigham, Bob
6	89	34 Pickering, Ray
7	131	42 Parkinson, Jim
8	62	46 Lumkin, John
9	535	48 Hammond, Michael
10	188	57 Hamilton, Harold
11	141	60 Sinclair, Sanford
12	128	71 Scurlock, Robert
13	160	72 Lawrence, John
14	30	84 Turner, Bruce
15	163	102 Schillreff, Geo.
16	55	124 Freutel, Ed
17	126	126 Stewart, Ed
18	42	127 Hogan, Harry
19	269	114 Demetras, Geo.
20	161	33 Bleak, Jack
21	110	50 Dixon, John
22	92	56 Stephan, Vernon
23	217	58 McEniry, James
24	00	65 Davies, Loyal
25	153	81 Sparks, Robert
26	410	83 Clapp, Richard
27	51	133 Nielsen, Davis
28	176	2L74 Eyrard, Dave

30 F starters. Did not finish—31 Jay Hills, Porsche Carrera, clutch disc went out; 138 John Free, MGA.

Race No. 3—Prod. 1500 cc to 2700cc. Time 19:05, laps 10, avg. 69.1, miles 22.		
1	53	Love, William
2	48	3 Crowder, Gordon
3	192	23 Spears, George
4	145	38 Spencer, Lew
5	193	75 E. Forbes-Robinson
6	164	76 Windhorst, Bob
7	12	77 Michelman, D. D.
8	74	85 Hathorn, John
9	711	89 Dixon, Bill
10	146	95 Pryor, Hugh C.
11	105	96 Eastman, Richard
12	61	99 Levitt, Dan
13	35	112 Simon, Harvey
14	45	10 Anderson, Tom
15	195	35 Tuning, Orville W.
16	229	36 Coffin, James
17	227	27 Storkweather, R.
18	122	43 Merrick, Clark
19	54	55 Nast, Thomas
20	36	57 Farrell, Charles
21	41	59 Quattrocchi, F.
22	233	72 Miller, Robert
23	84	73 Doushkes, Bill
24	213	98 McQuilken, D. F.

10 D, 18 E, 28 starter. Did not finish—22 Gil Bloemendaal, 100 S Healey, out of time; 85 Jerry Whitelock, 100S Healey, right rear fender rubbing wheel.

Race No. 4—Prod. over 2700cc. Time 19:02, laps 10, avg. 69.4, miles 22.		
1	238	Austin, Jerry
2	57	6 Sturgis, Bill
3	283	25 Porterfield, Andy
4	112	53 Atkins, William
5	314	59 Gaskins, Bill
6	80	87 Matthews, Jim
7	93	92 Evans, Art
8	149	104 Bailey, Cal
9	256	107 Aarons, Gerry
10	171	108 Harris, Bob
11	11	111 Hoebbel, Al
12	166	116 Hart, Norman
13	69	119 Weller, Bob
14	60	117 Kadin, Jim
15	71	10 Fletcher, Bob
16	91	44 Fox, Jim
17	238	54 Ford, Jack
18	137	69 James, Dave
19	75	75 DeWard, Tom

22 C, 4 D, 28 starters. Did not finish—125 Corvette, Lawrence Clark, lost fan belt; 130 Corvette, Chuck Brassell, differential went out; 132 Corvette, Bob Hoffman, lost fan belt; 136 Corvette, Hugh Woods, lost clutch; 139 Jag. XK120, Barney Rushing, goggles steamed up, couldn't see; 201 Corvette, John Masterson, spun in turn 9 on last lap; 221 Mercedes, 300SL, Ron Ellico, broken oil line.

Race No. 5—Formula III, Formula II, Time 17:57, laps 10, avg. 73.5, miles 22.		
1	16	Reventlow, Lance
2	101	25 Morrow, Harry
3	96	88 Rogers, Dick
4	100	1L64 Frank, Jim
5	143	73 Gaylord, Leslie
6	98	3L93 Korst, Bob

1 Formula II, 9 Formula III, 10 starters. Did not finish—68 Terry Lamoureux, Nonpareil, gear housing broke; 77 W. Benck, short in magneto; 203 Gene Levin, JBS JAP, lost valve and seat; 213 Stuart Dane, Dane Triumph, magneto came loose.

Race No. 6—Modified under 1000cc. Time 20:13, laps 10, avg. 65.3, miles 22.		
1	158	Verrechia, Rico
2	78	27 Snow, Douglas
3	73	51 Peron, Perry
4	137	53 Miller, Don
5	32	92 Holbrook, Robert
6	114	117 Bucklein, Stan
7	75	1L28 Burggraft, H. C.
8	64	65 Miller, Ken
9	87	127 Woods, Pete

12 H, 2 G, 14 starters. Did not finish—15 Lee Bernhardt, Crosley Spec.; 25 Ed Tamerlin, Monzetta Panhard; 159 Vic Verrechia, Crosley Spec.; 230 Boyd Hough, Crosley, carburetor trouble; 255 Brad Pischel, Renault Spec., broken brake line.

(Continued on Page 7, Col. 1-2)

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Marie's Clipboard

By MARIE DIXON
(Pinch-Hitting for Myra Jones)

8th Running, Santa Barbara Road Races, Aug. 31-Sept. 1 California Sports Car Club

THE WEATHER MAN smiled his blessing on us this weekend, as we had a clear and balmy race weekend. The Labor Day racing meet proved very safe and successful. The only mishap in the two days of racing were some sore ribs suffered by Jerry Whitelock when his 100S Healey went into the ditch on turn 3. Jerry was having trouble trying to get traction on new tires.

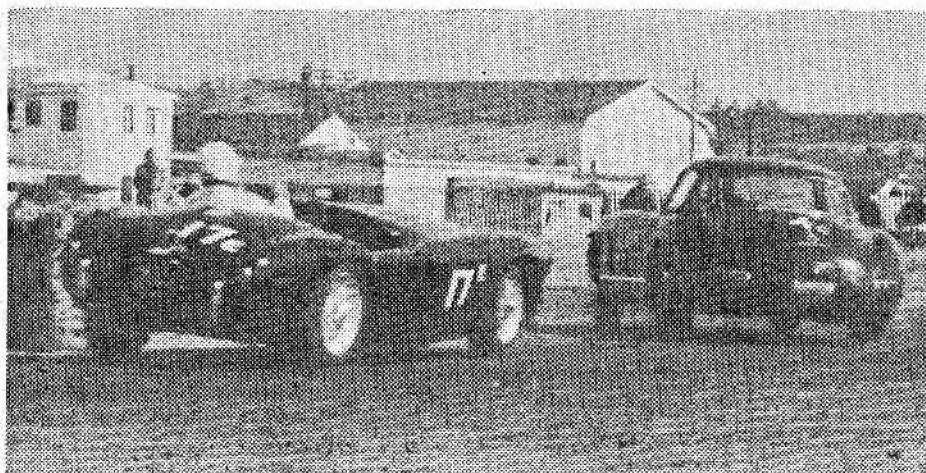
Poor Mickey Mouse stubbed his toe again. Skip Conklin didn't fare well at all. On Saturday, his Lotus Climax Mk. II was forced into the pits with the stub axle and U joint bolts sheared, and on Sunday, the right shock severed at the De Dion tube.

The Hanfords came out in force, with Harry Sr. capably handling Tim Considine's OSCA, and Champ (Harry Jr.) driving Len Senegals' Alfa. I even heard the rumor that Florence Hanford was going to take the OSCA out but it was only a rumor. Champ burned a piston in the Alfa during practice which put him out of competition for the entire meet. Harry Sr. got off to a bad start on Saturday when his battery mounts broke and caused the battery to short out. He came back strong Sunday, taking a third overall and a first in class F in race 12.

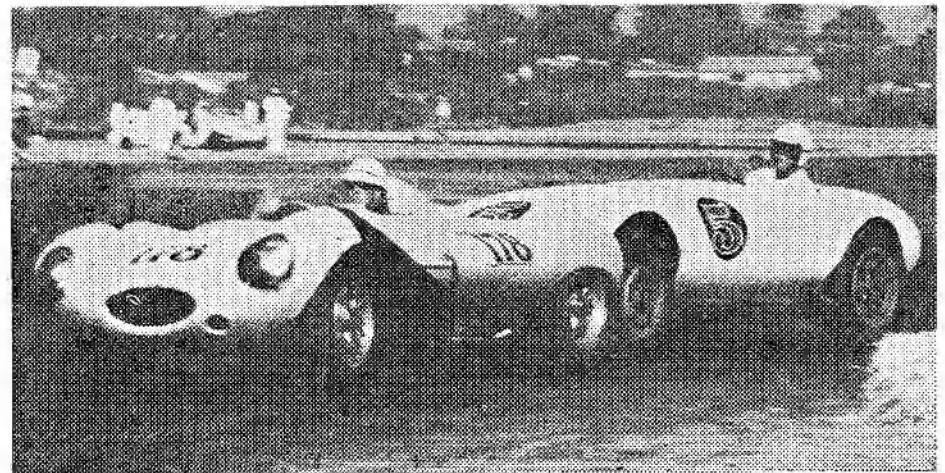
An unusual sight was the Balchowsky Spec. without Eric Hauser. Chuck Porter was the pilot.

Vince DeCarlo lost a wheel on turn 2 in practice and dented up his pretty red TR3

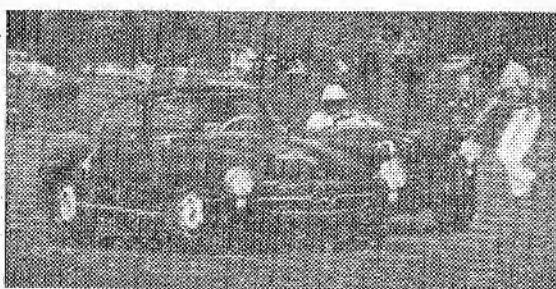
Close Ones at Arcata...and Santa Barbara



BEST RACE at SF SCCA Arcata races was big production car duel between Dino Viches, Mercedes-Benz 300SL, who goes into turn 1 slightly ahead of Jim Orr, AC Bristol. Viches did just make it at the wire, bringing all the fans to their feet.



CLOSE—At CSCC Santa Barbara races, Pete Woods, in Ronnie Milosevich's D-Jag, leads Chuck Daigh, Troutman-Barnes Spl., by an inch out of turn 9. Woods was 2nd Saturday, Daigh 4th. Latter was big winner in Sunday's over-1500cc feature.

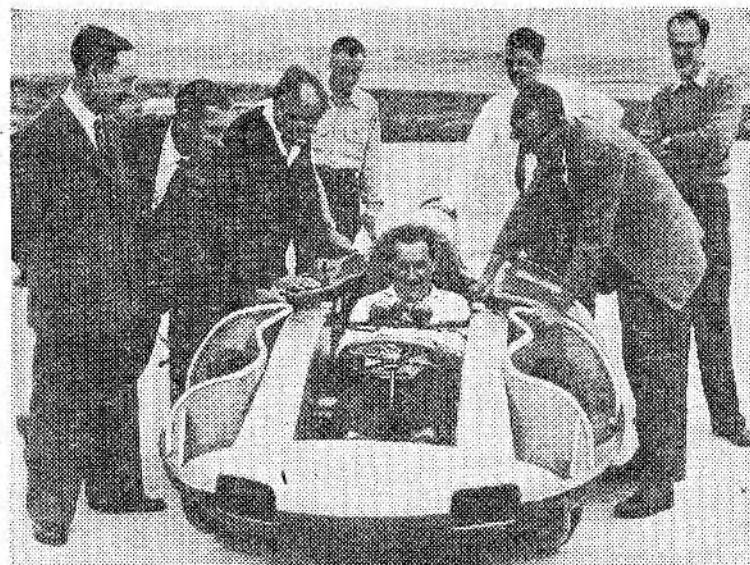


AND HERE Dino Viches gets checkered flag from Starter John Luce, barely ahead of Jim Orr, in 20-lap thriller at Arcata Airport last Sunday.



SF WORLD-FAMED Chinatown staged hour-long parade for Capt. Fortune of KPIX, with 10 TR3s, in charge of Bud Grosso, in lead. More than 50,000 saw parade. Here, Chinese Sports Car Queen Loretta Leong of Hawaii is shown in Dick Feder's Alfa Romeo, driven by Mrs. H. K. Wong.

A GOING MG!



CREW RESPONSIBLE for designing and building the MG EX181 shown around the car which set 5 class F records and hit 245.65 mph last week at Bonneville. (Story on Page 10.)

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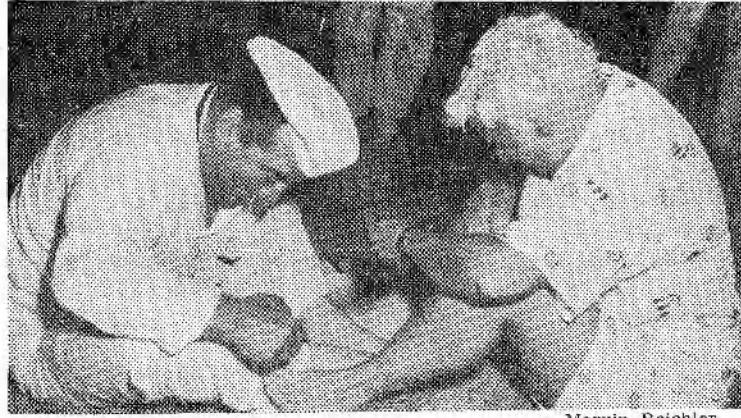
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TALK ABOUT FUN!



NOTHING BUT FUN was in store for participants in Foothill Foreign Car Club's hilarious Pajama Rallye. Here's part of quaint group at starting point. (Other photo on Page 1.)



AL TORRES and Janet Anderson paint each other's toenails, part of Pajama Rallye gaiety. They won Hard Luck Trophy when condenser on Corvette burned out 5 miles from start.



'Biggest D—Driver I Ever Saw'

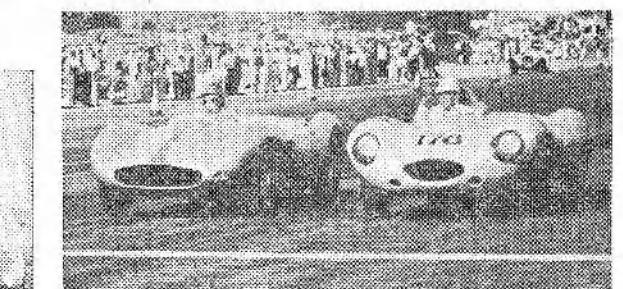
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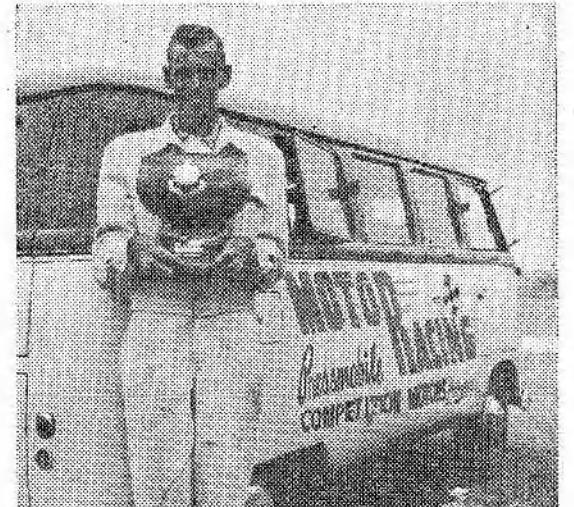
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Here is a chance for all you amateur photographers to get your pictures into print. Send them to the Editor, MOTORACING, 725 N. Western Ave., Los Angeles 29, Calif.

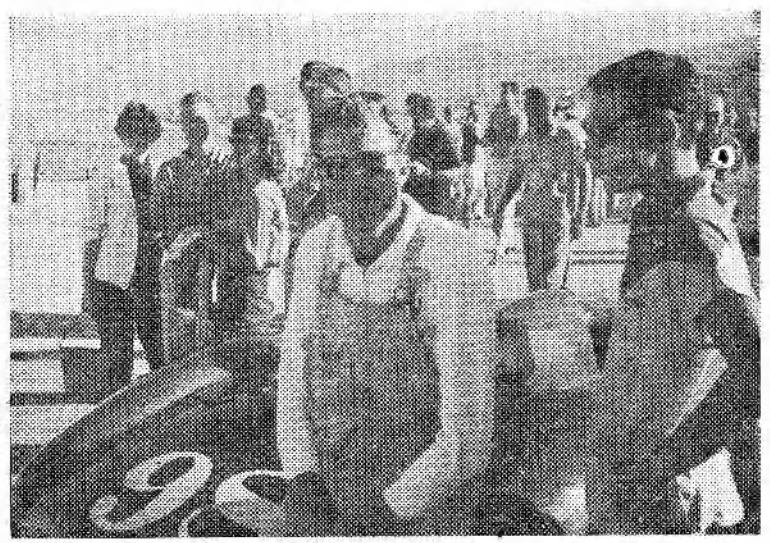


THRILLER—Pete Woods (right) and Richie Ginther, 2.5 Ferrari, together on 8th lap at Santa Barbara Saturday. Richie won 10-lapper by 2 seconds.



DON HUTELIN displays beautiful Calabash bowl perpetual Sportsmanship Award which he brought from Honolulu on behalf of Associated Sports Car Clubs of Hawaii and Hawaii Region SCCA. Winner at Lou Brero Memorial Race in Arcata was Dr. George Snively for work in furthering racing safety. (Story on Page 3.)

MY HERO



CARROLL SHELBY, No. 1 sports car driver in U.S., relaxes at Palm Springs as an ardent admirer, Jim Drake, gazes fondly at him. This was an amateur photo. Send your photos in to us.

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LOVE SCORES WITH BRISTOL

(Continued from Page 2)

and Gerald Aarons, Pasadena, were 3-4 in Corvettes. John Ha-
thorn, Compton, did well to capture 5th with an Austin Healey.

Bristols and Porsches hooked up in a grim struggle during the under-2000cc production semi-main. Bill Love, San Bernardino, ultimately won the 15-lapper in an AC Bristol by 12 seconds over George Spears, Huntington Park, tooling a Porsche 1600 Speedster. Gordon Crowder, Claremont, was 3rd in a Bristol, 15 seconds back of the winner, while pressing him fiercely and finishing only 2 seconds back of Crowder was jolly E. Forbes-Robinson of Glendale in Morley Kasler's No. 113 Carrera. Lew Bracker, Studio City insurance man, had won yesterday's prelim grind in this machine in the production 1300-1500cc category. Robbie turned in a fine effort to take 4th overall and 1st in Class F today in the outclassed Carrera.

Bob Brigham, Los Angeles, pushed Ken Swanson's MGA to victory in the 15-lap production MG dicer that opened today's meet. He averaged 66.2mph in scoring a 7-second coker over Ray Pickering, Torrance, with John Lumkin, Redondo Beach, 3rd.

AT SPEED—Bob Wheat of the Fresno Sports Car Club announces the annual Night Watch Rallye, and is hopeful topflight Southern California drivers trek there Oct. 5-6; entries close Sept. 23, no post entries. Write Mrs. W. D. Woodson, secretary, 5524 E. Ashcroft Ave., Fresno 27. Balding Jim Rathman of Miami won the recent 200-mile USAC National Championship for Indianapolis-class autos at Milwaukee to ease ahead of Indy Winner Sam Hanks in a titular point standings. Johnnie Parsons of Van Nuys won the midget "100" on the same track, his first major win in quite a spell. Hank Nykaza, Chicago, was killed in that event, his car spinning, striking a retaining wall and flipping him onto the track. Completing the USAC Milwaukee speed spread was Ralph Moody, ex-NASCAR flash from Dania, Fla., 200-mile stock car victor with a 1957 Ford.

Roy Leslie, who with Bill Kenz runs the top speed shop in Denver, drove the Wynne's Friction Proofing Special to top time of 210mph during the Bonneville Nationals recently. It's a three-engined job using bored-out Ford mills of 304 cu. in.

Speedy Thompson, Monroe, N. C., won the famed Darlington, S. C., "Southern 500" stock car classic Labor Day, winning \$13,450 with his '57 Chevy. Cotton Owens buoyed the Pontiac owners by placing second and Mervin Panch was third in a Ford. Bobby Myers, 33-year-old Winston-Salem, N. C., driver, was fatally injured when his mount struck another that had spun in front of him, and he flipped into the path of another contestant.

A short while ago this pillar noted the unsafe track conditions at the new Los Angeles Speedway half-miler. The following week two CRA sprint car pilots were hauled off to the hospital with broken necks!

Gardena Stadium won a Superior Court injunction against the Gardena City Council which had sought to ban further racing due to home-owners' complaints. Another hearing is set this month. Sprouts Elder, one-time motorcycle racing great, committed suicide recently at his Fresno home; his son is Edgar Elder, a pro driver of note who's currently chief mechanic for Ray Crawford, San Gabriel Valley grocery chain operator who won the last Mexican road race in Lincoln. Seymour Laff of Denver informs us the fabled Columbine International course deal near Colorado Springs is being revived and may be ready for operations within a year: putt-putts are running on portions of it now as they don't require pavement. The Colorado Association of Motor Sportsmen are working with the promoters.

Fred and Jackie Pfisterer of New York send word from Maestro Paul Whiteman that he does intend to run an open sports car meet in connection with NASCAR's Daytona Beach Speed Weeks. Moreover, he's planning two similar events between Nassau and Sebring, with Sebring Boss Alec Ulman allegedly promising the first five in each class a starting berth. "It would seem, therefore, that SCCA will have to give the O.K. for their members to compete or have little or no representation at Sebring," note the Pfisterers. Mind you, we're all for the Maestro, but we'll believe all this when we see it.

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Drivers' Points

(Continued from Page 1)

wai, Salt Lake, Santa Rosa, Co-
tati and Arcata. Points are given
for both days of racing for the
1st 6 places on basis of 6-5-4-3-2-
1.

MODIFIED OVER 1500CC

1. Chuck Daigh, Troutman-Barnes	45
2. John von Neumann, Ferrari	39
3. Richie Ginther, Ferrari	39
4. Eric Hauser, Balschowsky Spl.	32
5. Bob Drake, Ferrari	32
6. Pearce Woods, D-Jag	30

MODIFIED UNDER 1500CC

1. Ken Miles, Porsche RS	55
2. Sam Weiss, Porsche RS	55
3. Bob Drake, Cooper Climax	46
4. Frank Monise, Lotus XI	41
5. J. P. Kunstle, Porsche RS	26
6. Jack McAfee, Porsche RS	24

PRODUCTION OVER 1500CC

1. Bob Oker, AC Bristol	51
2. Jack Bates, MB 300SL	47
3. Gordon Crowder, AC Bristol	39
4. Jim Parkinson, Austin-Healey	33
5. Bill Lové, AC Bristol	32
6. George Spears, Porsche	29

PRODUCTION UNDER 1500CC

1. E. Forbes-Robinson, Porsche	47
2. Gary Nelson, Porsche	34
3. Jim Moore, Porsche	31
4. Lew Bracker, Porsche	31
5. Willie West, Alfa Romeo	25
6. Bob Brigham, MG-A	23

Arcata Racing Charts

AUG. 31

1st Annual Lou Brero Memorial Road Races, San Francisco Region, Sports Car Club of America. Course—Arcata Airport—2.1 miles.

Race 1 and 2 Combined—Novice drivers, Prod MG & Prod Sedans. Laps 10. Time 21:40.5. Cars Started 18. Cars Finished 14.

Pos. Car No.	Driver	Make of Car	M G F	M G G	Sed F	Sed G
1. 40	Jack Dalton	MGA	1			
2. 52	Fraser Sibbald	MGA	2			
3. 141	Donald Gard	MGA	3			
4. 152	Edgar Leslie	MGA	4			
5. 84	Leonard Gordon	MGA	5			
6. 171	Richard Anderson	MGA	6			
7. 92	Lee Talbot	MGTD	7			
8. 49	Leland Gray	MGTD		1		
9. 33	Gordon Wilson	MGTD		2		
10. 148	Steve Froines	MGTD		3		
11. 132	Bill Carroll	MGTD		4		
12. 151	Stan Peterson	Volvo				1
13. 72	Ed Fawcett	Simca				2
14. 114	Robert Lyons	VW Ghia				2

SEPT. 1

Race 3—Novice drivers. Modified cars Classes H. G. F. Laps 10. Time:

20:20.9. Cars started: 12. Cars finished 10.

Pos. Car No.	Driver	Make of Car	F	G	H
1. 106	Charles S. Howard III	Osca	1		
2. 1	Larry Albedi	Osca	2		
3. 16	John D. Miller	Lotus XI	3		
4. 149	Jerry Lewis	MG Sp.	4		
5. 92	Lee M. Talbot	MG	5		
6. 79	Fred Wood	DD Panhard			
7. 148	Steve Froines	MGTD		1	1
8. 38	Dottie Noble	Alfa			
9. 21	Marshall Swope	Crosley Sp.		2	
10. 47	W.				

Santa Barbara Race Charts

(Continued from Page 4)

Race No. 7—Modified 1000cc to 1500cc. Time 17:35, laps 10, avg. 75.1, miles 22.									
1	50	Miles, Ken	Porsche Spy RS	F	G				
2	249	4	Drake, Bob	Porsche 1600 Spd	1				
3	58	18	McAfee, Jack	Porsche Spy RS	2				
4	29	21	Playan, Joe	Porsche Spy RS	3				
5	44	33	Monise, Frank	Porsche Spy RS	4				
6	63	51	Lozano, Ignacio	Lotus Mk XI	1				
7	8	65	Oker, Bob	Lotus Cov. LeMans	2				
8	46	73	Morgensen, Dick	Maserati 160S	5				
9	151	81	Miller, Leon	Porsche Spy RS	6				
10	169	82	Porter, John	Lotus Mk II	3				
11	102	93	Nethercutt, Jack	Porsche 550 Spd	7				
12	90	103	Roberts, Donald	Lotus Mk XI	4				
13	147	109	Biehl, John	Lotus VI	5				
14	129	111	Lawrence, John	Cooper Cov. Climax	6				
15	150	8	Newman, Fred	MG Spec.	8				
16	303	11	Ballanger, Marvin	Lotus MK IX	7				
17	25	77	Chaffee, Jim	Porsche Spy 550	9				
18	23	79	Timanus, John	MG TD	10				
19	39	80	Sutton, Robert	MG TC	11				
20	19	89	Shaw, William	Siesta JAP	8				
21	121	213	Miller, Leo	MG TC Spec.	12				
				PMG Mistral	13				

9 G, 16 F, 25 starters. Did not finish—27 Skip Conklin, Lotus Climax Mk IX, stub axle & U joint bolts sheared; 40 Bob Kirby, Porsche 550 RS, alt. driver black-flagged for no practice; 119 Bob Plass, OSCA, ring and pinion out; 327 Harry Hanford, Sr., OSCA, battery broke loose and was shorting out.

Race No. 8—Modified over 1500cc. Time 17:22, laps 10 avg. 75.9, miles 22.

			B	C	D	E
1	211	Ginther, Richie	Ferrari 2.5 Testa R	1		
2	178	2	D. Jag.		1	
3	49	12	4.9 Ferrari		2	
4	5	13	Troutman-Barnes Sp.	1		
5	59	21	Aston-Martin		2	
6	70	22	Balchowsky Buick	2		
7	172	24	Cad. Kurtis	3		
8	38	33	Ferrari Monza	3		
9	222	67	Ferrari Monza	4		
10	155	73	MG-TC S/Chg	1		
11	83	96	Ferrari Mondial	2		
12	21	102	Sparks-Bonney Sp.	4		
13	152	110	Cad. Kurtis	3		
14	319	11	Ferrari 1.9	3		
15	9	17	Austin Healey	5		
16	124	41	Frazer Nash LeMans	4		
17	199	75	Ferrari 1.9	5		

5 B, 6 C, 6 D, 7 E, 24 starters. Did not finish—1 Bill Leyden, TR Spec., said he: "I really couldn't say"; 3 Bruce Kessler Aston Martin DB3S, broken ring gear and pinion; 17 Tom GrosKritz, C-Jag, wanted to save the car for selling purposes; 174 Charles Earnett, MG Fiber Glass, just quit running; 204 Don Hulette, Jag, Sport, lost fan belt; 808 Ronnie Dixon, T-Bird, fried pistons; 197 David Dunbar, Merc, Spec. black-flagged for leaking water.

Race No. 9—Prod. M.G. Time 29:55, laps 15, avg. 66.2, miles 33.

			F
1	67	Brigham, Bob	MGA
2	89	7	MGA
3	62	Pickering, Ray	MGA
4	160	67	MGA
5	128	73	MGA
6	163	82	MGA
7	194	114	MGA
8	30	118	MGA
9	237	119	MGA
10	0	118	MGA
11	110	10	MGA
12	42	14	MGA
13	161	21	MGA
14	55	36	MGA
15	236	39	MGA
16	47	40	MGA
17	126	45	MGA
18	00	58	MGA
19	14	74	MGA
20	92	75	MGA
21	148	84	MGA
22	52	86	MGA
23	103	89	MGA
24	218	98	MGA
25	26	104	MGA
26	419	115	MGA
27	710	131	MGA
28	153	215	MGA
29	176	61	MGA
30	271	80	MGA
31	51	81	MGA
32	134	133	MGA
33	187	5197	MGA

37 F starters. Did not finish—34 Don Caseilton, MG-TD MK II, blew clutch; 131 Jim Parkinson, MGA, lost wheel; 141 Sandy Sinclair, thought he received checkered flag and pulled into pits one lap too soon; 269 Geo. Demetras, MGA, punctured tire, possibly a carburetor needle.

Race No. 10—Prod. under 2000cc excluding MG's. Time 29:01, laps 15, avg. 68.2, miles 33.

			E	F	G
1	53	Love, William	AC Bristol	1	
2	192	12	Spears, George	2	
3	48	15	Porsche 1600 Spd	3	
4	113	17	AC Bristol		1
5	145	21	Porsche Carrera		
6	711	41	Morgan TR3		
7	224	69	Siesta	5	
8	213	76	Porsche Spd		
9	105	82	Arnolt Bristol	6	
10	72	89	AC Ace Bristol		
11	81	105	Porsche Spd	3	
12	263	110	Porsche Carrera		
13	197	120	Alfa Romeo Spy		
14	165	126	Alfa Romeo Veloce	5	
15	188	111	Alfa Romeo Sp	6	
16	115	13	Porsche Spd	7	
17	61	52	Alfa Romeo Spyder	8	
18	37	68	TR3	9	
19	20	85	Alfa Romeo GS	10	
20	122	75	TR3	11	
21	41	85	Alfa Romeo GS	12	
22	54	88	Alfa Romeo GS	13	
23	196	90	AC Ace	14	
24	120	101	Alfa Romeo GS	15	
25	108	103	Alfa Romeo GS	16	
26	195	132	Morgan TR2	17	
27	45	2199	Anderson, T.	18	
28	104	3L134	Dyna Panhard Jr.	19	

1 G, 16 F, 16 E, 33 starters. Did not finish—12 D. B. Michelmore, Porsche, overheated and froze up; 35 Harvey Simon, AC Ace; 217 James McEniry, Porsche, black flagged; 219 Al Cadrobbi, Porsche GT Carr, slipping clutch; 555 Mike Hammond, Porsche 1500cc, black flagged.

(Continued on Page 8, Cols. 1-4)

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CALENDAR

7-8—Chicago SCCA 500, Elkhart Lake, Wisc.
8—Continental Concours d'Elegance, Road and Track, WSCC, Pen and Quill Restaurant, Manhattan Beach, 4 p.m.
14-15—Neoka Region SCCA Sports Car Racs, Stillwater, Okla.
15—International Motor Sports Show Concours d'Elegance, Gardena Stadium 4 to 9:30 p.m.
15—Pacific Sports Car Club Gymkhana of the Pacific I, parking lot, La Tijera and Freeman Blvd., Inglewood, 9:30 a.m.
19-20—Frankfurt Auto Show, Germany.
20-21—Glen Region SCCA, 10th Annual Grand Prix Sports Car Races, Watkins Glen, N. Y.
21-22—CSCC Sports Car Races, Riverside, Calif.
28-29—San Francisco SCCA Cobb Mountain Hillclimb.
28-29—Practice Weekend at Paramount Ranch.
28-29—RRR Pro Road Races, Willow Springs.
31-1—Red River Region SCCA, Sports Car Races, Mansfield, La.



MOTORACING Photo

BEAUTIFUL, LEGGY Ann Kelly, of Bel-Air, who will rule as queen at Triple-R professional road races slated for Willow Springs Sept. 29. She's atop one of classy new Moretti sedans which George Cary has imported for La Canada Motors.

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Santa Barbara Race Charts

(Continued from Page 7)

Pos. No.	Behind	Driver	Make of Car	Class Position			
				F	G	C	D
1	258	Austin, Jerry	Chev. Corvette	1	1		
2	57	Bates, Jack	Mercedes Benz	2	1		
3	283	Porterfield, A.	Chev. Corvette	3			
4	256	Aarons, Gerald	Chev. Corvette	2			
5	74	Hathorn, John	Austin Healey	4			
6	93	Evans, Art	Jaguar XK120	5			
7	164	Windhorst, Bob	Austin Healey	3			
8	132	Hoffman, Bob	Chev. Corvette	4			
9	71	Fletcher, Robert	Mercedes Benz	5			
10	136	Woods, Hugh	Chev. Corvette	6			
11	11	Hoebbel, Al	Jaguar XK190	7			
12	186	Hart, Norman	Jaguar XK120M	8			
13	146	Pryor, Hugh	Austin Healey	5			
14	238	Ford, Jack	Cougar	9			
15	201	Masterson, John	Chev. Corvette	10			
16	36	Farrell, Charles	Austin Healey	6			
17	60	Kadin, Jim	Cougar	11			
18	69	Weller, Bob	XK140	12			
19	85	Whitelock, Jerome	Austin Healey	7			
20	171	Harris, Bob	Jag XK120	13			
21	227	Starkweather, Ralph	Austin Healey	8			
22	137	James, Dave	Jag XK120	14			
23	91	Fox, Jim	Jag XK120	15			
24	154	DeWard, Tom	Jag XK120	16			
25	23	O'Neill, Thomas	Austin Healey	9			
26	61	Miller, Robert	Austin Healey	10			
27	250	Coffin, James	Austin Healey	11			

22 C, 13 D, 35 starters. Did not finish—80 Jim Matthews, Jag. XK120 threw a rod; 112 Bill Atkins, Mercedes 300SL; 125 Laurence Clark, Corvette, fan belt broke; 130 Chuck Brassell, Corvette, blew clutch; 149 Cal Bailey, Corvette, broken oil seal on rear axle; 180 Jerry McGee, Corvette, blew piston; 221 Ron Ellico, Mercedes 300 SL, broken oil line; 314 Bill Gaskins, Corvette, lost brakes, transmission trouble.

Race No. 12—Mod. under 3000cc and Form III. Time 18:05, laps 10, avg. 72.9, miles 22.

Pos. No.	Behind	Driver	Make of Car	Class Position			
				C	E	F	G
1	204	Hulette, Don	Jaguar Sport	1			
2	18	Blackwell, Carlyle	C Jaguar	2			
3	327	Axford, Harry	OSCA		1		
4	303	Ballanger, Marv	Porsche Spy		2		
5	101	115	Cooper MK IX			1	
6	164	1L14	Lotus Mk II			1	
7	212	Dane, Stuart	Dane Triumph			2	
8	107	Dunbar, David	Mercury Spec			3	
9	39	Sutton, Bob	Sista JAP			2	
10	121	Walker, Chuck	PMG Mistral			3	
11	78	Snow, Douglas	Nicholas Panhard			1	
12	25	Chafee, Jim	MGTD			4	
13	17	60	C Jaguar			4	
14	19	60.5	MG-TC Spec			5	
15	7	Pearson, Ron	Volvo		1		
16	230	68.5	Crosley			1	
17	23	Eough, Boyd	MG-TC			6	
18	77	Timanus, John	Cooper JAP			3	
19	143	6L	Gaylord, Leslie			4	

4C, 2E, 7F, 4G, 2H, 1II, 9III, 29 starters. Did not finish—16 Lance Revent Formula 11, engine was missing; 27 Skip Conklin, Lotus Climax, right shock severed at the DeDion tube; 28 Charles Nerpel, Andre Spec.; 49 John Davis, Porsche 550 RS, spun on turn 9 and couldn't re-start engine; 62 Terry Lamoureux, Nonpareil, clutch slipping and broken radius rod; 96 Dick Rogers, Cooper, magneto failure; 98 Kerst, Formula III, fuel pump failure; 100 Jim Frank, Cooper, oil starvation; 174 Charles Barnett, MG Fibre Glass; 255 Brad Fischel, Renault Spec., engine quit.

Race No. 13—Mod. under 1500cc. Time 60:05, laps 34, avg. 74.6, miles 74.8.

Pos. No.	Behind	Driver	Make of Car	Class Position			
				F	G	H	I
1	50	Miles, Ken	Porsche Spy. RS	1			
2	58	McAfee, Jack	Porsche Spy. RS	2			
3	29	Playan, Joe	Porsche Spy. RS	3			
4	327	Hanford, Harry	OSCA				
5	8	Oker, Bob	Maserati 150S			4	
6	102	1L14	Lotus MK XI			5	
7	46	105	Porsche RS			1	
8	151	2L19	Lotus MK II			2	
9	147	32	Cooper Coventry Cl.			3	
10	169	71	Porsche 550 Spy.			7	
11	90	116	Lotus VI			4	
12	303	4L20	Porsche Spy. 550			8	
13	116	115	Lotus MK II			5	
14	158	5L73	Crosley Spec.			1	
15	73	74	Panhard			3	
16	157	87	Crosley Spec.			2	
17	129	6L35	MG Spec.			9	
18	75	55	DB Panhard			4	
19	114	7L128	Panhard				

6 H, 9 G, 10 F, 25 starters. Did not finish—32 Bob Holbrook Crosley Spec.; 44 Frank Monise, Lotus MK XI, oil leak shorted out ignition; 63 Ignacio Lozano, Lotus Coventry; 64 Ken Miller, Morris Minor Spec., when coming down straight shut off engine and pulled into pits; 150 Fred Newman, Lotus MK II, blew clutch; 249 Bob Drake, Cooper Climax, overheated.

Race No. 14—Women's Race. Time 14:55, laps 8, avg. 70.8, miles 17.6.

Pos. No.	Behind	Driver	Make of Car	Class Position			
				D	E	F	H
1	28	Levy, Ruth	Porsche 550	1			
2	59	25	Aston Martin	2			
3	29	Scott, Linda	Porsche Spd.		1		
4	164	112	Austin Healey	2*			
5	84	IL3	TR3		1*		
6	7	Hirsch, Jean	Velvo		2		
7	297	41	MG MK II			3*	
8	110	54	MGA			4*	
9	176	56	MGA			5*	
10	411	63	MGA			6*	
11	61	117	TR2			3*	
12	25	119	MG-TD			7	
13	114	123	Panhard			1	
14	140	2L1	Alfa Romeo GS			8*	
15	52	4	MG MK II			9*	

*—Production
1 Dm, 1Dp, 1Em, 1Ep, 2Fm, 7Fp, 1Hp: Did not finish—193 Betty Schutes Porsche clutch slipping.

Race No. 15—Mod. over 1500cc. Time 59:54, laps 35, avg. 77.1, miles 77.

Pos. No.	Behind	Driver	Make of Car	Class Position			
				B	C	D	E
1	5	Daigh, Chuck	Troutman-Barnes Sp.	1			
2	211	5	F				

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

S.F.&L.A. SCCA BOYS WORK TO PULL THE EASTERN BIGGIES

DEAR GUS:

I know you are right in the midst of closing that big deal, but I ran into a few little deals that might interest you, so bend an ear and give a listen.

The S.F. and L.A. locals of SCCA have gotten together (at last) and are preparing a voluminous entry blank that will cover the three National races they are sanctioning and/or sponsoring during the month of November. The Palm Springs, Pebble Beach and Riverside entry blanks will be distributed as a volume and mailed to all SCCA drivers in the U.S.A.

They hope that this package deal will attract many of the big wheels in the East and make this series of races the most attractive deal since those fuschia pants showed up at the Palm Springs bash. Since the Cal Club also plans a race at Paramount Nov. 30-Dec. 1, there should be enough racing for all hands during November. The natives will figure the locusts gave them a short count when that horde of sports cars hits the local scene.

Since it is the custom, on the West Coast, to limit National races to senior drivers, we can see the brewing of a big beef. Assuming that these races may attract an overflow entry list, please tell me who will be left holding the sack? In case of a surplus, will it be the Eastern drivers who have traveled a few thousand miles or will it be the local boys who have supported California races through many lean years? It will probably be a case of first come, first served—with the local wheels notifying the entrants of their status before they leave home. Since the entries are limited, there will be some who will be too late and the beef will be on the fire. At least we warned them to get on the ball—probably the ones who enter all three races will get the preference.

Of course the Nassau Speed Week (first week in Dec.) may blow up their bubble and perhaps the International set couldn't care less about the West Coast. That would solve everyone's problem. It will be interesting to note which way the big wheels of SCCA travel—will it be the three SCCA races on the coast or the social deal of the F.I.A. Nassau races? The Coast races could also solve that hassle about the relative driving abilities of the East and West drivers. Last year the Eastern drivers, after Palm Springs, spent the winter trying to find the reason why their cars were so sick. They even shipped them back here for an inoculation of some of that gojuice.

★

HE READS FLUENTLY

Gus, you will have to stop reading those National sports car magazines—at least get the race dates from some other source. True, you did not pick up those Buchanan Field and

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Reno Race dates that they have been running all year (those races were never scheduled), but the Cobb Mt. Hill Climb is Sept. 28-29 and the Sacramento races are Oct. 5-6. The Sacramento date was recently changed due to Gold Suit's insistence that a 3-week lapse exist before his State Fair Grounds races. It seems he pays more rent—the sports car races are a charity deal—so when he snaps his fingers, everybody jumps.

Since the Sacramento races are limited to senior drivers and the Cobb Mt. Hill Climb is open to all comers, the change in dates shouldn't make too much difference. The run-for-fun boys look forward to the 6th annual Cobb Mt. Climb as the premier social event of this sports car season and along about Saturday night they will be bending fenders on the dance floor at Hoberg's Resort and feeling no pain. No competition license is required by Sport Cars Unlimited, so the novice drivers usually carry off their share of the loot.

★

MA! THEY DID IT AGAIN!

A recent ruling of the Contest Board of SCCA put the Porsche Carrera Gran Turismo in the sports category (modified) and it seems that the boys were a wee bit previous again. The S.F. Region is honoring a letter from the Porsche factory showing that this model is identical to the De Luxe Carrera except for the bucket seats, no radio or heater, which have always been optional items.

The F.I.A. had certified this model, in 1956, in production category and their requirements are a minimum of 100 closed cars and 200 open cars. This is even tougher than the 150 all-models requirement of SCCA.

The angle on this is that two Carrera owners and veterans of the Nurburgring, Fred Block and Don Dickey, had to go to bat with the factory to get this mess straightened out; the Contest Board never made such an inquiry. The C.B. assumed that the Sebring Porsche Carrera was the same model but that was not a fact. The Sebring Porsche ran as a modified car, which it was, but it has not the same specs as the Gran Turismo. Why should the drivers be penalized by such rulings due to a slipshod method of inquiry? In fact, no inquiry at all.

★

HO-HUM!

Carl Block has been driving on the West Coast since 1953 and has raced on all the courses with varying success. Every once in a while, when he gets an extra 3-buck bill, he sends it in to Westport with a few brief remarks requesting a senior license. They in turn send him back his 3 bucks and tell him to go get a reputation. In other words, they have never heard of the guy and they tell him to go through the chairs of the lodge and use up the coupons on his novice license. This tees him off no end so he takes the 3-buck bill and buys a round of drinks and forgets about it. Two or 3 races later he gets another inheritance and tries it again, but luck so far. This has been going on for 4 years and it is a question of who will wear out first. The last beef held that it needed a counter-signature. Since it went through the S.F. office—who goofed there?

Right now, Carl is suffering from a bad case of shorts. Gus,

Brakes Fail at 100MPH!

(Continued from Page 1)
took 1st in class G with an Alfa Romeo.

BENT WINNER

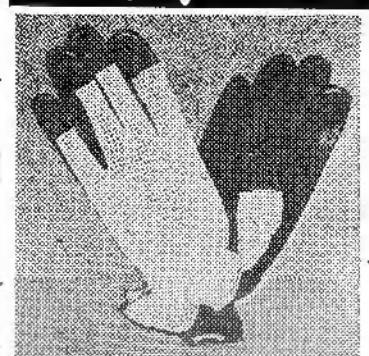
Races for novice drivers saw the following winners: Bob Bent, Corvette; Carl Beyer, Porsche; Dennis Sullivan, Jag XK120; Charles S. Howard III, OSCA; Jack Dalton, MG-A, and Stan Peterson, Volvo sedan.

The races were a memorial to the late Lou Brero, of this town, one of the finest sportsmen ever to draw a breath. He died of burns when his car caught fire at the Hawaii races last April. His pretty daughter, Claudette, presented orchid leis to the victors. Also on hand yesterday and today were his son, Lou, Jr., a driver just back from Europe, and, briefly today, his widow, Dolores.

Although the Arcata Airport is known as the foggiest in the U.S., today's weather was beautiful and the program was a fine one from start to finish. Co-sponsors were the Redwood Sports Car Club and Veterans of Foreign Wars, District No. 21, who did a meritorious job. Proceeds were ticketed for charity. Heading the Redwood club's Race Committee was Dr. Barry Garell, chairman.

FERRARI OFFICIAL KILLED
MODENA, Italy, Aug. 29—Ondrea Fraschetti, 29, a technician who helped produce Italy's famed Ferrari sports and racing cars, was killed today when a Ferrari he was testing left the track and overturned.

BUY of the WEEK



Here is our best buy for this issue of Motoracing: LES LESTON GLOVES. Lightest natural cape palm, crocheted back for comfort and coolness. Compare with any driving glove at any price: Only

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3-1410

I think that this is a worthy cause; couldn't we start a fund which would have two purposes? First, we would buy Carl a license and make him honest and legal-like again. Then we could take the balance of the dough, which his friends send in, and start an On-to-Hawaii fund for Wilson and Vignolle to see those races next year. I know a lot of guys who would like to get us out of the country, so I think we would have it made.

That could be your big deal for the month. Don't close that other deal until I see you at Hoberg's.

With best regards,

tom wilson

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• European Scene

By W. Robert Nitske

IT COSTS PLENTY OF \$\$ TO STAGE GRAND PRIX RACES

IN AN EARLIER column I mentioned the high cost of staging a successful Grand Prix event. Recently I referred again to this subject in connection with the cancellation of the Dutch and Belgian events; the Swiss Grand Prix had already been written off permanently, but such crowd-drawers as the Grand Prix at the Nurburgring were not at all certainties.

One of the major expense items, and perhaps the elementary one at that, is of course, the starting money guaranteed to the racing car manufacturers or the stable owners to insure participation of their cars at the given racing event.

Appearance money depends upon the prestige of the particular firm and its product. The most successful marque, which naturally attracts the largest number of paying customers, receives the largest amounts.

\$2000 PER CAR

Ferrari and Maserati are on equal terms at the present time, each receiving \$2,000 per car. Since each one of these contestants bring four cars to the starting line, this amounts to an outlay of \$16,000. Fangio receives generally an extra \$500 per start. Other drivers who have won a Grand Prix race get \$300 each, while other contenders receive a \$100 stipend as a rule.

So far, Vanwall has been getting \$1,600 per car, but the victory in the British Grand Prix should bring that up to the price paid to the Italians.

The BRMs have received \$1,200 each for their two cars, adding mainly in numbers, not quality, to the competition.

Thus, we have then some \$18,000 for the Italian entries, plus their drivers, provided that the event takes place close to the home grounds of these firms. Otherwise, some addi-

tional money has to be paid for transportation.

TRANSPORTATION COSTS

The Vanwall entries, plus their drivers, Moss and Brooks, and lesser drivers, come to about \$7,000. The transportation costs for the British entries are considerably higher than those paid to the Italian participants, since they have to cross the channel every time.

These 16 cars then, which constitute a fair field for a regular Grand Prix event, cost about \$27,500, not considering the transportation costs.

Occasionally, a few others, such as Gordini and Formula II cars, and privately-entered Maseratis, make their appearance on a starting line, but at lower costs than those mentioned for the factory-entered cars above.

Here then, we have a first class Grand Prix starting field lined up and warming up their engines for the big race, at a cost of perhaps \$40,000 to the promoters, ready to race!

PLENTY OF MOOLA!

Although much money can be saved by the sponsors of the event in case the cars do not finish the first lap, such a thing does not happen, except to an occasional entry. And if it did to the entire field, all of the spectators would request refunds of their admissions, thus adding to the difficulties immensely. No promoting club ever hopes for that, anyway.

Prize money is, of course, another story, but quite similar to this one. Except that it sometimes depends upon attendance. Generally the total distributed amounts to as much as the starting money. A simple way is to multiply the above expense by two.

It really costs a lot of money to put on a Grand Prix race.

245 mph by Moss In MG EX181!

BONNEVILLE SALT FLATS, Utah, Aug. 24 — British Motor Corporation's 1496cc MG EX181 roared to five new world's class F records with Stirling Moss at the wheel here today. His top speed was 245.65mph for 1 kilometer (five-eighths of a mile). Previous mark was 204.3mph.

His other marks: 245.11 for 1 mile; 243.08 for 5 kilometers; 235.69 for 5 miles; and 224.70 for 10 kilometers.

Features of the EX181 include: supercharged and modified engine using MG block as bases, two radiators for cooling, one single disc brake mounted in-board working on rear wheels, shifting speeds of 59 from first to second, 103 second to third and 159 third to high, car about three feet high.

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MOTOR SPORTS SHOW OPENS SEPT. 13

The 10th annual International Motor Sports Show is set for 10 days starting Friday, Sept. 13, at Gardena Stadium.

Already more than 75 per cent of space has been sold to exhibitors who will display the latest products, devices and methods in the automotive line. More than 100 displays will comprise that portion of the spectacle.

Besides the ornate displays will be scores of beautiful American and European custom and "dream" experimental cars, sports cars, hot rods, dragsters, motorcycles, boats and practically everything on wheels.

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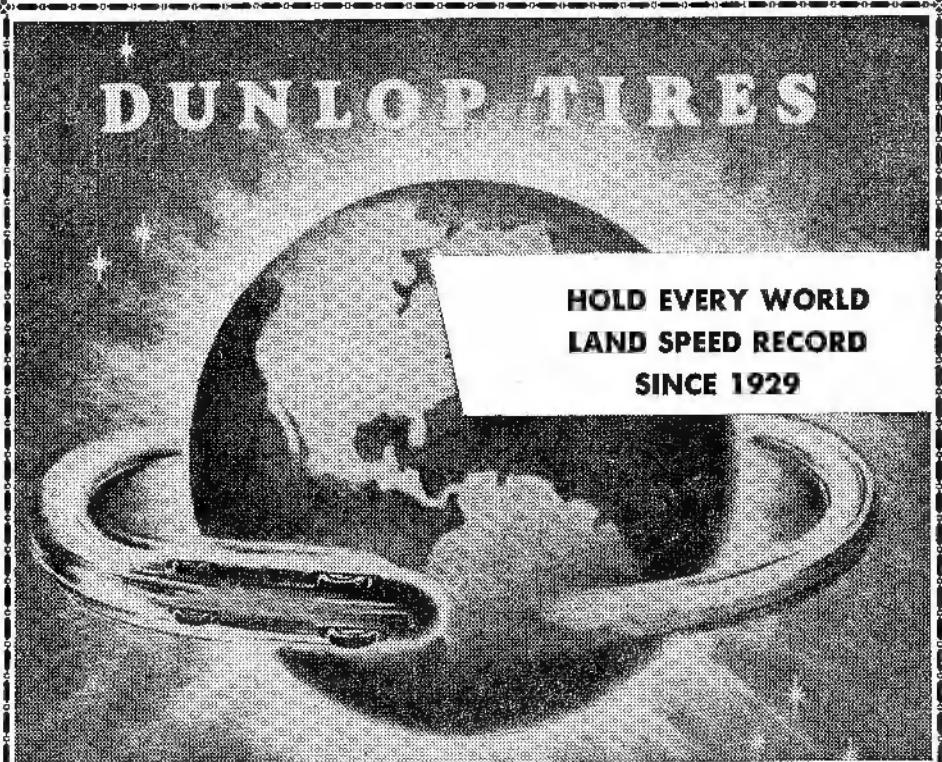
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NORTH HOLLYWOOD

HANNA-FLUDE (26 Sec. Error) NAB RALLYE

Posting a phenomenal error of only 26 seconds, Bill Hanna and Navigator, Dick Flude, of the Northrop Recreation Sports Car Club won the Long Beach Douglas Sports Car Club's Ken Farar Rallye III—a championship. They drove an Austin-Healey.

The win also gave them a definite lead in the SCCSCC Rallye Championship based on the best four rallies to date. With only two more championship rallies to be run, their nearest rivals, Glassett and Morrow of the Lockheed Club, and Fleming and Marechal of the Douglas Santa Monica, must place near the top in at least one to overtake them. It looks to be a repeat of last year's exciting finish, when the championship was decided on the last leg of the last rallye of the season.

Second place went to Gordon Steele and Dick Kermode of the Compton FCCA, in the Porsche. McReady and Conklin did a good job of driving to bring their Plymouth sedan in for third, as course and speeds were definitely laid out for sports car maneuverability. They were from the Northrop Recreation Sports Car

Club, whose team also placed first and ninth to take first-place team award with a total error of 2 minutes 45 seconds!

Seventy-six cars turned out for what proved to be a real challenge for driver and navigator. There were several places where if you didn't execute instructions carefully you wound up out in the boondocks! Most contestants seemed to enjoy the course and the weather was ideal for the run, which went over the mountains to the desert, then up the back road to Big

POS. 1 2 3 4 5 6 7 8 9 10
ERROR 0:26 0:40 0:40 0:44 0:48 1:12 1:16 1:17 1:39 1:50
DRIVER Hanna Steele McReady Pieper Harper Higgins Fleming Brownlee Guess Rocha

NAVIGATOR Flude Kermode Conklin Schuman Harper Ford Marechal Donahower Kirkpatrick Hiser

Bear Lake through Redlands and Fullerton. The warm temperature and bright moon combined to make it an enjoyable run.

The only unusual incidents were the navigator in a TR2 dropping her calculator overboard on a fast mountain curve and losing it; a realtor, just before the rallye, taking down a sign which was to be a speed change, thus causing much confusion; and the Sunbeam Rapier that had a flat tire just before the finish and still managed to finish sixth!

CLUB NRSCC FCCA-Compton NRSCC HEASCC LBMG FOCA-SM DSCC-SM Harbor SCC NRSCC NASCAD

UNOFFICIAL CHAMPIONSHIP RALLYE STANDINGS based on total points in best 4 rallies (figures in brackets indicate leaders based on the best 5 rallies). Final results will be based on the best 6 out of 8 rallies.

POS. 1 2 3 4 5 6 7 8 9 10
DRIVER B. Hanna W. Glassett F. Fleming D. Pieper T. Cummings T. Higgins F. McDonald K. Sharp H. Guess W. Harper B. Meredith
POINTS .94 (.94) .80 (.103) .89 (.98) .77 .66 .64 .61 .57 .50 .49
POS. 1 2 3 4 5 6 7 8 9 10
NAVIGATOR D. Flude D. Morrow N. Marechal D. Kermode C. Schuman E. Cummings L. Ford L. McDonald G. Taylor J. Kirkpatrick B. Harper
POINTS 94 (94) 90 (103) .89 (.98) .80 .77 .66 .64 .61 .57 .50

OKLAHOMA CITY, Okla., Sept. 1—A 1954 Austin-Healey equipped with a 1957 Buick engine posted the top overall time for sports cars here during the National Hot Rod Association's National Drag Championships, with Driver Don Simmons, Tucson, Ariz., clocking 108.82 mph.

Owner Curtis Simmons, his brother said the Buick mill had been tuned by Max Balchowsky, Hollywood. The hybrid's time was tops in the over 1500cc modified bracket and overall for sports cars. It was considerably below the hot rod meet's overall winner of 152.54 registered by Art Arfons, Akron, O.

Ralph Richter, Enid, Okla., won the under 1500cc production class in an MGA with 68.64 mph.

Other records are incomplete at this time. Simmons' victory earned him the MOTORACING trophy posted for best overall time.

Buick-Powered Healey Fastest

By BUD COONS
President, NHRA
Special to MOTORACING

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ANOTHER CONCOURS WIN FOR SCHOENERT

Don Schoenert has done it again with his Aston Martin. Schoenert took the sweepstakes award as well as a class win at the Santa Barbara concours d'elegance Labor Day.

Forty cars competed for trophies in 11 classes. Stanley Mullin, head judge, was assisted by Senator J. J. Hollister, Ed Ashley, Jack Boyle, and Walter Coleman.

Class winners are as follows:

Frank Mason, MG TC; Lou Turchi, Volkswagen; Mal Doherty, Austin-Healey; Beverly & Leonard Clow, Alfa Romeo Giulietta; Terry Fraser, Karman Ghia; William F. Hall; 4DS Citroen; Marion & Charlie Weber, Lancia; Don Schoenert, Aston Martin; Bob Plass, Osca (over 1500cc comp); Betty Shutes, Porsche Speedster (under 1500cc comp); Larry W. Turgeon, 1909 Cadillac.

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CRAZY MAN! Carl Gardner tries his hand at being a fashion expert by observing that the reason girls' bathing suits are real cool is that they're real gone, or almost.

PORSCHE COUPE 1955, Telefunken radio, metallic green. 29,000 miles, never raced. Being transferred, \$2,695.00. HE 4-3481, ext. 303.

1934 ALFA ROMEO GRAND PRIX. 8 gear changes, 320 in. flathead Merc. engine. Potvin 5% S.U. cam, 3 pot manifold, Harmon-Collins magneto, pop-up pistons, 1 1/2 in. intake valve, ported & relieved, 8.5-1 Evan's heads. \$1000. Walter Biely, 414 Mariposa, Sierra Madre, Cal. EL 5-0442.

Fibre Glass Top
For MG TD

Unfinished. Make offer or trade for TC accessories. Jim Robinson, 951 Fiske St., Pacific Palisades. EX 5-0667.

'57 ALFA ROMEO VELOCE Giulietta Spyder, make offer. 4950 Woodward, Apt. 3, Sherman Oaks, Calif. ST 8-4468.

CHUCK DAIGH, who knows a little of the lore of William Allen White when he slows down enough to adjust his bi-focals, repeats, "There are three things that no man can do to the satisfaction of other men: Make love, poke the fire, run a newspaper." (Amen, Ed.)

FOR SALE

'56 AUSTIN HEALEY 100S. Fastest in West, ready to race. Finished 6-hour Endurance Race at Cotati first in Category, sixth overall and Index ahead of Maserati & Ferrari. Tons of spares, HiTorq differential, 8 wheels, space DOHC engine: \$3975 (without Webers). GL 4-0282, Tom Brandes, 216 Kent Ave., Kentfield, Calif.

AUSTIN-HEALEY 100S—Very few miles, raced once at Palm Springs, immaculate condition. Same kind of car that Jim beats Bob in. Burbank Sports Car Center, 507 San Fernando Rd., Burbank.

CAR TRAILER to haul either an Austin-Healey or Porsche wanted by No. Calif. driver. Describe and quote price. Box GS, 4041 Marlton Ave., L.A.

JAGUAR SS-90 ROADSTER '35. Very rare. Beautiful. Runs good. Sale or trade. R. J. Plass, 3456 Ben Lomond Place, Los Angeles. NO. 2-7426.

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1957 PORSCHE CARRERA SPEEDSTER—Red, chrome wheels. Reclining leather seats, full tonneau cover. Daniel Herman, 1621 Broadway, Eureka, Calif. HI 3-4801.

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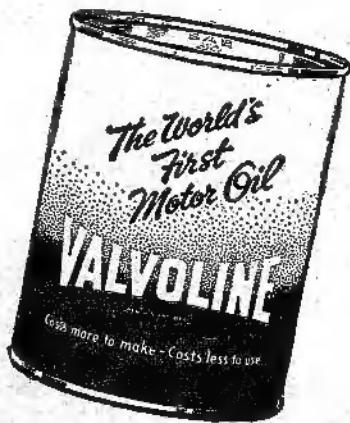
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